



MERCHANT SHIPPING ACT 1985

MERCHANT SHIPPING (CARRIAGE OF CARGOES) REGULATIONS 2006

Laid before Tynwald: 25 April 2006

Coming into operation: 1 May 2006

In exercise of the powers conferred on the Department of Trade and Industry by sections 1 and 2 of the Merchant Shipping Act 1985¹ and of all other enabling powers, after consultation with the Secretary of State and those persons referred to in Section 2(2) of the Merchant Shipping Act 1985, the following Regulations are hereby made:-

PART I

General

Citation and commencement.

1. These Regulations may be cited as the Merchant Shipping (Carriage of Cargoes) Regulations 2006 and shall come into operation on 1 May 2006.

Interpretation

2. (1) In these Regulations except where the context requires otherwise:

“appropriate cargo information” means information relevant to the cargo and its stowage and securing, which should specify in particular the precautions necessary for the safe carriage of that cargo by sea;

“bulk cargo” means cargo carried in bulk;

¹ 1985 c.3 Functions transferred to the Department of Trade and Industry by Transfer of Functions (Marine Administration) Order 1997 SD51/97

“cargo” means any cargo which, owing to its particular hazard to ships or persons on board, may require special precautions, with the exception of liquids carried in bulk and gases carried in bulk;

“Cargo Securing Manual” means a manual drawn up to the standard contained in the Maritime Safety Committee Circular of the IMO, MSC/Circ 745, dated 13th June 1996, and approved, in the case of Manx ships by the Certifying Authority or in the case of other ships by or on behalf of the ship’s flag state;

“cargo ship” means a ship which is not a passenger ship, troop ship, pleasure vessel or fishing vessel;

“cargo hold” or “cargo space” means any hold or space in the ship appropriated for the carriage of cargo;

“cargo unit” includes a cargo transport unit and means wheeled cargo, vehicle, container, flat, pallet, portable tank, package unit, or any other cargo, and loading equipment, or any part thereof, which belongs to the ship and which is not fixed to the ship;

“cargoes which may liquefy” means cargoes which are subject to moisture migration and subsequent liquefaction if shipped with a moisture content in excess of the transportable moisture limit;

“Certifying Authority” means the Department or any other person or organisation authorised by the Department;

“container” means an article of transport equipment as defined in the International Convention for Safe Containers (CSC 1972), published by the IMO;

“Department” means the Department of Trade and Industry²;

“fishing vessel” means a vessel which is for the time being used for or in connection with sea fishing, but does not include a vessel used for fishing otherwise than for profit;

“flag state” in relation to a ship means the state in which the ship is registered or, if unregistered, whose flag it is entitled to fly;

“flow moisture point” means the percentage moisture content (wet weight basis) at which a flow state develops under the methods of test in a representative sample of the material as prescribed by the Code of Safe Practice for Solid Bulk Cargoes (BC Code), published by the IMO;

“flow state” means the condition when a mass of granular material is saturated with liquid to an extent that under prevailing external forces such as vibration, impaction or ship’s motion, it loses its internal shear strength and behaves as a liquid;

“forwarder” means a person who receives the appropriate cargo information in preparation for eventual delivery of the cargo to the ship or its agent, and may include a cargo packer or consolidator;

² Functions transferred by SD155/10 to the Department of Economic Development and then to the Department for Enterprise by the Transfer of Functions (Economic Development and Education) Order 2017 (SD2017/0325) with effect from 24 November 2017

“grain” includes wheat, maize (corn), oats, rye, barley, rice, pulses, seeds and processed forms thereof whose behaviour is similar to that of grain in its natural state;

“IMO” means the International Maritime Organization;

“in-bulk”, except in the context of roll-on roll-off cargo spaces, means directly and without intermediate form of containment in a hold, tank or cargo space forming a structural part of, or permanently attached to, a ship;

“International Grain Code” means the International Code for the Safe Carriage of Grain in bulk adopted by the Maritime Safety Committee of the IMO by resolution MSC 23(59) on 23rd May 1991;

“Manx ship” has the meaning given by section 1 of the Merchant Shipping Registration Act 1991³; and includes ships registered under Part IV of that Act (the Demise Charter Register);

“moisture content” means the amount of moisture present in a particular sample expressed as a percentage by weight of the total wet weight of the sample;

“operator of the terminal” means the person under whose control are the activities at the terminal;

“passenger ship” means a ship carrying more than 12 passengers;

“pleasure vessel” has the meaning given by Regulation 6 of the Merchant Shipping (Pleasure Vessel) Regulations 2003⁴

“roll-on roll-off cargo spaces” means spaces not normally subdivided in any way and extending to either a substantial length or the entire length of the ship in which the goods (packaged or in bulk, in or on rail or road cars, vehicles (including road or rail tankers) trailers, containers, pallets, demountable tanks or in or on similar stowage units or other receptacles) can be loaded and unloaded normally in a horizontal direction;

“shipper” means any person who, as principal or agent for another, consigns goods for carriage by sea;

“SOLAS Chapter VII” means Chapter VII to the SOLAS Convention including all amendments made to that Chapter up to and including those adopted by IMO Resolution MSC.325(90) on 24 May 2012 and which came into force on 1 January 2014;

“SOLAS Convention” means the International Convention for the Safety of Life at Sea 1974, as amended by the Protocol of 1988;

“terminal” means any terminal, jetty, pier, floating structure or other works within a harbour at which ships can obtain shelter or ship and unship goods or passengers;

“territorial waters” means:

- (a) the territorial sea adjacent to the Island, and

³ 1991 c.15

⁴ SD 396/03

- (b) any waters within the area which extends landward from the baselines from which the breadth of the territorial sea is measured as far as the mean high water mark of ordinary spring tides.

“transportable moisture limit” means 9/10ths of the flow moisture point; and

“trimming” means any levelling of the material within a cargo space, either partial or total, by means of loading spouts or chutes, portable machinery, equipment or manual labour.

(2) Where a ship is operated by a person other than its owner, (whether on behalf of the owner or some other person, or on his own behalf) a reference in these Regulations to the owner shall be construed as including a reference to that person.

(3) In interpreting the International Grain Code-

(a) the requirements having been made mandatory under regulation 11 of these Regulations the language thereof shall be construed accordingly;

(b) the definitions set out in Part A Section 2 of that Code shall apply;

(c) references to the Administration shall, in relation to Manx ships, be references to the Department.

Application

3. (1) These Regulations apply to:

(a) sea-going Manx ships wherever they may be, and

(b) sea-going ships which are non Manx ships while they are within the Island or the territorial waters thereof,

when loaded or intended to be loaded with any cargo.

(2) These Regulations apply to the carriage of all cargoes, but are subject to the requirements contained in *the Merchant Shipping (SOLAS VII – Carriage of Dangerous Goods) Regulations 2015* in respect of the carriage of dangerous goods and marine pollutants.

(3) Where any requirement in *the Merchant Shipping (SOLAS VII – Carriage of Dangerous Goods) Regulations 2015* regulates an aspect of carriage provided for in these Regulations, those requirements shall apply to that extent, and not these.

PART II

General Provisions

Cargo information

4. (1) The shipper of any cargo to be loaded in a Manx ship shall, subject to paragraph (4), provide cargo information to the owner or master sufficiently in advance of loading as is necessary to enable them to ensure that:

(a) the different commodities to be carried are compatible with each other or can be suitably separated;

(b) the cargo is suitable for the ship;

(c) the ship is suitable for the cargo; and

(d) the cargo can be safely stowed and secured on board the ship and transported under all expected conditions during the intended voyage.

(2) The cargo information referred to in paragraph 1 shall include:

(a) in the case of general cargo and cargo carried in cargo units, a general description of the cargo, the gross mass of the cargo or cargo units and any relevant special properties of the cargo;

(b) in the case of bulk cargoes, information on the stowage factor of the cargo, the trimming procedures to be adopted, the likelihood of shifting including angle of repose if applicable, and any other relevant special properties;

(c) in the case of a concentrate or other cargo which may liquefy, additional information in the form of a certificate indicating the moisture content of the cargo and its transportable moisture limit;

(d) in the case of a bulk cargo which is not classified in accordance with SOLAS Chapter VII, Regulation 2 , but which has chemical properties that may create a potential hazard, information on its chemical properties in addition to that required by sub-paragraphs (b) and (c);

(3) The cargo information referred to in paragraph (1) shall be provided in writing and by appropriate shipping documents prior to loading the cargo on the ship.

(4) For the purposes of paragraph (3), reference to documents does not preclude the use of electronic data processing (EDP) and electronic data interchange (EDI) transmission techniques as an aid to paper documentation.

(5) In preparing cargo units for carriage by ships, the shipper or, as the case may be, the forwarder, shall ensure that the gross mass of such units is in accordance with the gross mass declared on the shipping documents.

(6) Where the shipper does not deliver the cargo to the ship or its agent directly he shall provide the forwarder with such cargo information.

(7) If the shipper does not deliver the cargo to the ship or its agent it shall be the duty of the forwarder to provide the owner or master with the appropriate cargo information, as required by this regulation.

(8) If a shipper or forwarder fails to provide appropriate cargo information as required by this regulation, or furnishes cargo information which he knows to be false or recklessly furnishes cargo information which is false, he shall be guilty of an offence.

(9) If an owner or master accepts for carriage, or takes or receives on board any cargo for which appropriate cargo information as required by this regulation has not been furnished, he shall be guilty of an offence.

Carriage of documentation

5. (1) The owner and master of every ship, other than a ship engaged in the carriage of grain, shall ensure that appropriate documentation, relevant to the cargo and its stowage and securing, which should specify in particular the precautions necessary for the safe carriage of that cargo by sea, is carried on board.

(2) Such documentation may consist of one or more of the following Codes of Safe Practice or may be a part of the ship's safety management system or other ship's documentation provided that the content of the appropriate Codes of Practice is included:

(a) the Code of Safe Practice for Cargo Stowage and Securing adopted by the IMO by Resolution A.714(17), 1992 edition, as amended up to and including MSC/Circ.1026;

(b) the Code of Safe Practice for Ships Carrying Timber Deck Cargoes adopted by the IMO by Resolution A.715(17), 1992 edition, and;

(c) the Code of Safe Practice for Solid Bulk Cargoes (BC Code) adopted by the IMO by Resolution A.434(XI), 1991 edition, as amended up to and including MSC/Circ.962.

(3) The owner and master of every ship carrying grain to which these Regulations apply, shall ensure that the International Grain Code is carried on board.

(4) All passenger ships and cargo ships carrying cargoes other than solid bulk cargoes, except cargo ships of less than 500 GT engaged on voyages which are not international voyages, shall carry on board a Cargo Securing Manual.

(5) An owner or master who contravenes paragraph (1) or (3) shall be guilty of an offence.

Stowage and securing

6. (1) The owner and master shall ensure that:

(a) cargo, cargo units and cargo transport units carried on or under deck are loaded, stowed and secured so as to prevent as far as is practicable, throughout the voyage, damage or hazard to the ship and the persons on board, and loss of cargo overboard;

(b) appropriate precautions are taken during loading and transport of heavy cargoes or cargoes with abnormal physical dimensions to ensure that no structural damage to the ship occurs and to maintain adequate stability throughout the voyage;

(c) appropriate precautions are taken during loading and transport of cargo units and cargo transport units on board ro-ro ships, especially with regard to the securing arrangements on board such ships and on the cargo units and cargo transport units and with regard to the strength of the securing points and lashings;

(d) cargo on board any ship to which regulation 5(4) applies is stowed and secured throughout any voyage in accordance with the Cargo Securing Manual; and

(e) cargo on board any ship to which regulation 5(4) applies with roll-on/roll-off cargo spaces, is stowed and secured in accordance with the Cargo Securing Manual before the ship leaves a berth.

(2) Where packaged goods have been packed into or onto a cargo unit, the shipper or forwarder of such goods shall ensure that:

(a) the cargo is packed and secured so as to prevent, throughout any voyage, damage or hazard to the ship and the persons on board; and

(b) if the cargo unit is a container, it is not loaded to more than the maximum gross weight indicated on the Safety Approval Plate attached to the container in accordance with the International Convention for Safe Containers (CSC 1972), published by the IMO.

(3) An owner or master who contravenes paragraph (1) shall be guilty of an offence.

(4) A shipper or forwarder who contravenes paragraph (2) shall be guilty of an offence.

Oxygen analysis and gas detection equipment

7. (1) In the case of a ship transporting or accepting for transport a bulk cargo which is liable to emit a toxic or flammable gas an appropriate instrument for measuring the concentration of any such gas shall be provided and in the case of a ship transporting or accepting for transport a cargo which is likely to cause oxygen depletion in the cargo hold, an appropriate instrument for measuring the percentage of oxygen in the air of the cargo space shall be provided.

(2) The instrument referred to in paragraph (1) shall be of a type approved by the Certifying Authority, shall be accompanied by instructions for its use and those crew members who are to use it shall be instructed in its proper use.

(3) An owner of a ship which transports, or a master who accepts for carriage, such a bulk cargo without ensuring that paragraph (1) has been complied with shall be guilty of an offence.

The use of pesticides in ships

8. (1) Where pesticides are used in cargo spaces, they shall be used in accordance with the IMO publication "Recommendations on the Safe Use of Pesticides in Ships" (1996 Edition)⁵.

⁵ IMO 267E

(2) If paragraph (1) is not complied with the owner and master shall each be guilty of an offence.

PART III

Special Provisions For Bulk Cargoes Other Than Grain

Acceptability for loading

9. (1) Prior to loading a bulk cargo the master shall be in possession of stability information, as required by regulation 31 of the Merchant Shipping (Load Line) Regulations 2000⁶ containing comprehensive information on the ship's stability and on the distribution of cargo and ballast for the standard loading conditions.

(2) The master shall not accept for loading concentrates or other cargoes which may liquefy unless:

(a) either the moisture content of the cargo indicated in the certificate referred to in regulation 4(2)(c) is less than its transportable moisture limit; or

(b) if the moisture content is above that limit, appropriate safety arrangements are made to the satisfaction of the Certifying Authority to ensure adequate stability in the case of cargo shifting, and the ship has adequate structural integrity.

(3) Prior to loading a bulk cargo referred to in regulation 4(2)(d), appropriate special precautions for its safe carriage shall be taken.

(4) The master shall not accept cargo for loading unless:

(a) he has in his possession the information required by paragraph (1);

(b) he is satisfied by calculations that the proposed loading arrangements would ensure sufficient stability in accordance with the stability information provided under paragraph (1); and

(c) he is satisfied that, in the case of a cargo to which sub-paragraph (3) applies, the precautions required by that sub-paragraph have been taken.

(5) A master who contravenes sub-paragraph (2) or (4) shall be guilty of an offence.

⁶ SD 492/00

Loading, unloading and stowage of bulk cargoes

10. (1) (a) In this regulation "terminal representative" means an individual who represents the terminal or other facility where the ship is loading or unloading and who has responsibility for operations conducted by that terminal or facility with regard to the particular ship.

(b) For the purposes of paragraphs (3) and (7) of this regulation, the appropriate authority of a port in the Isle of Man shall be the Department of Transport.

(2) (a) To enable the master to prevent excessive stresses in the ship's structure, it shall be the duty of the owner to ensure the ship shall be provided with a cargo loading manual, which shall be written in English and the working language or languages of the ship if that is not English.

(b) The cargo loading manual may consist of one or more booklets or may be in electronic form and as a minimum it shall include:

(i) stability data, to the extent required by regulation 31 of the Merchant Shipping (Load Line) Regulations 2000⁷

(ii) ballasting and deballasting rates and capacities;

(iii) maximum allowable load per unit surface area of the tank top plating.

(iv) maximum allowable load per hold;

(v) general loading and unloading instructions with regard to the strength of the ship's structure including any limitations on the most adverse operating conditions during loading, unloading, ballasting operations and the voyage;

(vi) any special restrictions such as limitations on the most adverse operating conditions imposed by the Certifying Authority if applicable; and

(vii) where strength calculations are required, maximum permissible forces and moments on the ship's hull during loading, unloading and the voyage.

(3) (a) Before a solid bulk cargo is loaded or unloaded, the master and the terminal representative shall agree on a plan⁸ which:

(i) shall ensure that the permissible forces and moments on the ship are not exceeded during loading or unloading, and

(ii) shall include the sequence, quantity and rate of loading or unloading,

⁷ SD 492/00

⁸ Refer to the Code of Practice for the Safe Loading and Unloading of Bulk Carriers (BLU Code) adopted by the IMO by resolution A.862(20).

taking into consideration the intended speed of loading or unloading, intended number of pours and the deballasting or ballasting capability of the ship.

(b) The plan referred to in sub-paragraph (a) and any subsequent amendments thereto shall where the ship is in Isle of Man territorial waters be lodged with the Department of Transport.

(4) It shall be the duty of the master to ensure that bulk cargoes are loaded and trimmed reasonably level, as necessary, to the boundaries of the cargo space so as to minimise the risk of shifting and to ensure that adequate stability will be maintained throughout the voyage.

(5) It shall be the duty of the master to ensure that:

(a) when bulk cargoes are carried in 'tween-decks, the hatchways of such 'tween-decks are closed in those cases where the loading information indicates an unacceptable level of stress of the bottom structure if the hatchways are left open;

(b) the cargo is trimmed reasonably level and either extends from side to side or is secured by additional longitudinal divisions of sufficient strength;

(c) the safe load-carrying capacity of the 'tween-decks is observed to ensure that the deck-structure is not overloaded.

(6) The master and terminal representative shall ensure that loading and unloading operations are conducted in accordance with the plan agreed under paragraph (3).

(7) (a) If during loading or unloading any of the limits of the ship referred to in paragraph (2) are exceeded or are likely to become so if the loading or unloading continues, the master has the right to suspend operation, and if the ship is in Isle of Man territorial waters he shall notify the Department of Transport.

(b) Where sub-paragraph (a) applies the master and the terminal representative shall ensure that corrective action is taken.

(c) When unloading cargo, the master and terminal representative shall ensure that the unloading method does not damage the ship's structure.

(8) (a) The master shall ensure that ship's personnel continuously monitor cargo operations.

(b) Where possible, the ship's draught shall be checked regularly during loading or unloading to confirm the tonnage figures supplied.

(c) Each draught and tonnage observation shall be recorded in a cargo log-book.

(d) If significant deviations from the plan agreed under paragraph (3) are detected, cargo or ballast operations or both shall be adjusted to ensure that the deviations are corrected.

(9) (a) An owner who contravenes paragraph (2) shall be guilty of

an offence.

(b) A master who contravenes paragraphs (3),(4),(5),(6),(7)(b) or (c) or (8) shall be guilty of an offence.

(c) A terminal representative in the Isle of Man who contravenes paragraphs (3),(6),(7)(b) or (c) shall be guilty of an offence.

PART IV

Requirements for Cargo Ships Carrying Grain

International Grain Code

11. (1) In addition to any other requirements of these Regulations, a ship carrying grain shall comply with the requirements of the International Grain Code.

(2) Without prejudice to paragraph (1) or any other requirement of these Regulations, the owner and master shall ensure that:

(a) a ship loading grain complies with the International Grain Code;
and

(b) subject to paragraph (3)(b), the ship has on board a document of authorisation as required by the International Grain Code.

(c) in the case of a Manx ship the document of authorisation shall be issued by the Certifying Authority.

(3) No person shall order the commencement of the loading of grain into a ship in the Island unless he is satisfied that:

(a) the ship has on board a document of authorisation referred to in paragraph (2)(b); or

(b) the master has demonstrated to the satisfaction of the Certifying Authority that the ship will, in its proposed loading condition, comply with the appropriate requirements of the International Grain Code and has obtained a document to this effect signed by a surveyor of the Certifying Authority.

(4) An owner or master who contravenes paragraph (2) shall be guilty of an offence.

(5) A person who contravenes paragraph (3) shall be guilty of an offence.

PART V

Enforcement

Power to detain

12. In any case where a ship does not comply with the requirements of these Regulations the ship shall be liable to be detained and section 74 of the Merchant Shipping (Registration) Act 1991⁹ (which relates to the detention of a ship) shall have effect in relation to the ship, subject to the modification that as if for the words "this Act", wherever they appear, there were substituted the words "the Merchant Shipping (Carriage of Cargoes) Regulations 2006".

Penalties and defences

13. (1) A person guilty of an offence under these Regulations shall be liable on summary conviction to a fine not exceeding **£10,000**¹⁰ or, on conviction on information, to custody for a term not exceeding two years or a fine or both.

(2) In any proceedings for an offence under these Regulations it shall be a defence for a person to prove that all reasonable steps were taken and that they exercised all due diligence to avoid the commission of the offence.

Offences by officers of bodies corporate

14. (1) Where a body corporate is guilty of an offence under these Regulations, and that offence is proved to have been committed with the consent or connivance of, or to be attributable to any neglect on the part of, a director, manager, secretary or other similar officer of the body corporate, or any person who was purporting to act in any such capacity, he, as well as the body corporate, shall be guilty of that offence and shall be liable to be proceeded against and punished accordingly.

(2) Where the affairs of a body corporate are managed by its members, subsection (1) above shall apply in relation to the acts and defaults of a member in connection with his functions of management as if he were a director of the body corporate.

(3) For the purposes of paragraph (1), "body corporate" includes a limited liability company constituted under the Limited Liability Companies Act 1996¹¹ and, in relation to such a company, any reference to a director or other officer of a body corporate is a reference to a member and to the company's manager and registered agent.

Offences due to the fault of another person

15. (1) Where the commission by any person of an offence under these Regulations is due to the act or default of some other person, that other person shall be guilty of the offence.

⁹ 1991 c.15

¹⁰ Increased to a fine not exceeding £10,000 by section 55 of the Interpretation Act 2015 with effect from 1 January 2018

¹¹ 1996 c.19

(2) A person may be charged with and convicted of the offence by virtue of this Regulation whether or not proceedings are taken against the first mentioned person.

Equivalents and exemptions

16 (1) *If these Regulations require that —*

- (a) *a particular fitting, material, appliance or apparatus, or type thereof, must be fitted or carried in a ship; or***
- (b) *any particular provision must be made,***

the Department may allow any other fitting, material, appliance or apparatus, or type thereof, to be fitted or carried or any other provision to be made in that ship.

16(1A) An equivalent arrangement may only be permitted under paragraph (1) if the Department is satisfied by trial thereof or otherwise that the fitting, material, appliance or apparatus, or type thereof, or provision is at least as effective as that required by these Regulations.

(2) For the purposes of these Regulations, the results of verification and tests carried out by bodies or laboratories of other member States of the IMO offering suitable and satisfactory guarantees of technical and professional competence and independence shall be accepted.

(3) The Department may exempt any ship from all or any of the provisions of these Regulations as may be specified in the exemption on such terms (if any) as it may specify and, on giving reasonable notice, it may alter or cancel such an exemption.

(4) *An exemption or equivalent arrangement permitted by these Regulations is only valid if —*

- (a) *it is in writing;***
- (b) *it specifies the date on which it takes effect; and***
- (c) *any conditions stated in it are complied with.***

Revocations and Consequential Amendments

17. (1) The Merchant Shipping (Carriage of Cargoes) Regulations 1997¹² are hereby revoked.

(2) The Merchant Shipping (Demise Charter Register) Regulations 1991¹³ shall be amended as follows:

In Schedule 2, Part II revoke:

<i>SD NO.</i>	<i>TITLE</i>	<i>EXTENT OF APPLICATION</i>
667/97	Merchant Shipping (Carriage of Cargoes) Regulations 1997	The whole regulations

Made: 6 April 2006

Alex F. Downie

Minister for Trade and Industry

¹² SD 667/97

¹³ SD 394/91 (the reference to SD 667/97 was inserted by the Merchant Shipping (Demise Charter Register) (Amendment) Regulations 1999 (SD 552/99)).

EXPLANATORY NOTE

(This note is not part of the Regulations)

These Regulations give effect to SOLAS Chapter VI Carriage of Cargoes up to and including amendments made by the Maritime Safety Committee of the International Maritime Organization at its 66th session by Resolution MSC.47(66). They apply to all sea-going Manx ships wherever they may be and all sea-going non Manx ships while they are within the Island or the territorial waters thereof when loaded or intended to be loaded with any cargo. These Regulations revoke and replace SD 667/97 the Merchant Shipping (Carriage of Cargoes) Regulations 1997.

SOLAS Chapter VI Carriage of Cargoes covers all types of cargo except liquids and gases in bulk, and includes requirements for stowage and securing of cargo or cargo units such as containers. In addition the regulations require those cargo ships carrying grain to comply with the International Grain Code published by the International Maritime Organization.

Copies of the SOLAS Convention and the various Codes referred to in the Regulations, and of the Convention for Safe Containers 1972 are obtainable from the International Maritime Organization, 4 Albert Embankment, London, SE1 7SR or on line at <http://www.imo.org/index.htm>.

This text is marked (*in bold italics*) with amendments made to these Regulations by:

SD2015/0230 Merchant Shipping (SOLAS VII – Carriage of Dangerous Good) Regulations 2015

SD2018/0088 Merchant Shipping (Survey and Certification) Regulations 2018

Section 55 of the Interpretation Act 2015 which increase the fines with effect from 1 January 2018

Functions transferred by SD155/10 to the Department of Economic Development and then to the Department for Enterprise by the Transfer of Functions (Economic Development and Education) Order 2017 (SD2017/0325) with effect from 24 November 2017